



# TABLE TALK

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## TOP TABLE TALK – V/LINE TIMETABLING

### Timetable alterations

From 12 June V/Line made a few trifling alterations to Ballarat and Geelong line passenger trains, mainly to tracks and platforms at Southern Cross, “as a ‘Toward 92’ performance initiative”. This means aiming for 92% on-time performance. The biggest alteration is that the 0513 Wendouree-Southern Cross now departs at 0515 and runs two minutes later throughout.

From 18 June until 15 July V/Line Gippsland trains made additional stops at Caulfield and Huntingdale to pick up/set down pilots. This is a result of the new track configuration following completion of the Skyrail project over this section.

From 1 July V/Line timetable documentation was amended to change the “D” symbol to a “X” symbol. The explanation is:

“Current timetable practice is to provide the symbol “D” for ‘departmental’ attached to the timetable station time if there is a scheduled stop at a passenger station but there is no passenger requirement in the public timetable. This use of the “D” symbol may be used when the stop is required for crossing other trains, picking up/setting down pilotmen, crew changes or other reasons other than that required by the travelling public. The use of the “D” for all such requirements has on occasions lead to confusion as to whether the train is required to stop for passengers particularly if mistaken with the “d” symbol (stop to set down only). To avoid further confusion the new symbol “X” will be introduced for all passenger services with scheduled stops at passenger stations where the purpose of the stop is only for crossing of other trains. Where an “X” is used and a train comes to a stand at a platform the doors should remain closed and locked. In circumstances where due to out-of-course running the schedule cross is no longer required the train may be signalled through the location non-stop.”

### Symbols and abbreviations used in V/Line timetables

V/Line has re-issued a list of symbols and abbreviations used in their timetable documentation:

#### Train Requirements:

\* Non-stop at location

AV Attach vehicle

a Stops only if required to pick up or set down

b Stops to set down passengers only when required

D Stops for Departmental purposes

d Stops to set down passengers only

DV Detach vehicle

folll following a service

s Stops for pre booked passengers only

SW Safeworking requirements

S&R Shunt and redock

TO Take train order

u Stops to pick up passengers only

WLC Wait line clear

X Stops at passenger station to cross or follow another train service (does not stop for passenger purposes, doors to remain closed) *New code to be implemented.*

#### Heritage Trains:

A Stop requested by organiser

TF Steam locomotive operating tender first

FF Steam locomotive operating funnel first

ETW Steam locomotive engine take water

ETCW Steam locomotive engine take coal and water

ETFW Steam locomotive engine take fuel and water

TL Turn Locomotive

#### Routing Requirements:

##### V/Line Network:

C Country Line between Southern Cross and Franklin St.

CB Country By-Pass Line between Southern Cross and Franklin St.

E East line between Brooklyn and Newport or Werribee and Geelong or on dual track sections between Sunbury and Golden Square

EC East Country Line between Southern Cross and Franklin St.

ET Engine Tracks between West Tower and South Dynon Loco

F Flyover Tracks between Franklin St and Spion Kop

G Through Goods Line South Kensington Junction to Sims St Junction

IG Independent Goods Line between West Footscray and Sunshine

Lp Loop track

LR Loco Roads between Geelong and Geelong Loco

MC Main Country Line between Southern Cross and Franklin St.

ML Mainline

N North line between Bungaree East and Bungaree West or Pakenham to Bunyip or Longwarry to Moe West Junction

RL Reversing Loop

RRL Regional Rail Line between Southern Cross and Anderson Road/ Manor Junction

S South line between Bungaree East and Bungaree West or Pakenham to Bunyip or Longwarry to Moe West Junction

Sdg Siding

TC Through Country Line between Southern Cross and Franklin St.

TFS Through Freight Siding between West Tower and Spion Kop

UD Up Dual Gauge Line between Southern Cross and Franklin St.

W West line between Brooklyn and Newport or Werribee and Geelong or on dual track sections between Sunbury and Golden Square

WTL West Tower Line between Spion Kop and South Kensington Junction

**MTM Network:**

BE By-Pass East Line between Southern Cross and West Tower

BL Burnley Local Lines between Flinders St and Richmond Junction

BS Broadmeadows Suburban between North Melbourne and Kensington

BV Burnley Viaduct

BW By-Pass West Line between Southern Cross and West Tower

CL Caulfield Local Lines between Flinders St and Caulfield

CT Caulfield Through Lines between Flinders St and Caulfield

CV Caulfield Viaduct

E East line between Champion Road (Newport South) and Werribee

ES East Suburban between Southern Cross and Kensington

G Metro By-pass track between Southern Cross and Viaduct Junction

MS Main Suburban between Southern Cross and Anderson Road Junction

NV Northern Viaduct

PV City Circle

TS Through Suburban between Flinders St and Footscray

S Sandringham Lines between Flinders St and South Yarra

SP Special Lines between Flinders St and Richmond Junction

W West line between Champion Road (Newport South) and Werribee

**ARTC Network:**

E East line on dual track sections between Donnybrook and Murray River

L Local (South) line between Sims St Junction and Tottenham Junction

M Main (North) line between Sims St Junction and Tottenham Junction

W West line on dual track sections between Donnybrook and Murray River

**Vale Moulamein branch**

On 26 June the points and signals at Barnes (in southern NSW, north of Echuca on the Deniliquin line 245.6 km from Melbourne via Seymour) were removed, placing the Moulamein branch out of possible return to use. Trains have not operated on the branch for some time. Barnes was also dis-established as a Block Point and replaced by a new Block Point named Henwood at 243 km. Another new Block Point was established at Moira at 265 km. Hence, the Train Order Sections are now Echuca-Henwood-Moira-Deniliquin.

(Barnes was the only railway location in NSW named after a Victorian Minister for Railways – or indeed after any Victorian Parliamentarian.)

**Train Order working**

Following the changes to Train Order sections on the Deniliquin line, the following are the single-line sections of V/Line track controlled by Train Orders, as of 20 June 2018:

Waurm Ponds-Moriac Block Point-Warncourt Loop (remotely controlled from Centrol)-Camperdown-Warrnambool

Murtoa-Warracknabeal-Henty Block Point-Hopetoun

Dimboola-Rainbow

North Bendigo-Eaglehawk-Woodvale Block Point-Hopes Block Point-Kerang-Swan Hill-Piangil

Inglewood-Bridgewater-Eaglehawk (out of service)

North Bendigo-Epsom Block Point-Hunter Block Point-Echuca

Echuca-Henwood Block Point-Moira Block Point-Deniliquin

Barnes-Moulamein (out of service)

Toolamba-Echuca

Shepparton-Dookie (out of service)

Seymour-Nagambie Block Point-Murchison East-Toolamba Block Point-Toolamba Junction-Shepparton-Tocumwal

Batesford-Gheringhap-Lethbridge Block Point-Lal Lal Block Point-Warrenheip-Ballarat East

Dunolly-Arnold Block Point-Inglewood-Korong Vale Loop

Korong Vale Loop-Mysia Block Point-Quambatook Block Point-Ultima Block Point-Manangatang

Korong Vale Loop-Granites Block Point-Wycheproof Block Point-Sea Lake

Dunolly-Emu Loop-Sutherland Loop-Donald Loop-Watchem Loop-Birchip Loop-Curyo Block Point-Woomelang Loop-Gama Block Point-Speed-Ouyen-Hattah Block Point-Carwarp Loop-Yatpool Block Point-Lakeside Block Point-Yelta.

Other V/Line single lines are controlled by signalling overseen by Centrol.

# RAIL AND TRAM NEWS

## ARTC Interstate Track access

The Australian Competition and Consumer Commission is currently considering access to the Australian Rail Track Corporation's interstate network for the five years to 2023. This compares with the ten year duration of the current interstate track access determination. ARTC's application letter and supporting documentation is at <https://www.accc.gov.au/regulated-infrastructure/rail/artc-interstate-rail-access-undertaking/interstate-rail-access-undertaking-2018/undertaking-application> and the ACCC's Consultation Paper and the responses of train operators can be accessed at <https://www.accc.gov.au/regulated-infrastructure/rail/artc-interstate-rail-access-undertaking/interstate-rail-access-undertaking-2018/consultation-paper>. The responses of operators refer to track access charges – often considered by them as too high. The responses also sometimes refer to other issues. NSW TrainLink, for example, makes particular mention of the problem of rough track between Albury and Melbourne having a negative impact on passenger comfort and on-time running. The ACCC was expected to issue a draft decision in June – but this has slipped – and a final decision in August. This decision will now also include the Sydney Metropolitan Freight Network, formerly regulated by the NSW Independent Pricing and Regulatory Tribunal.

The Essential Services Commission of South Australia is currently reviewing guidelines relating to the Tarcoola-Darwin rail access regime and the SA rail access regime. The review will focus on ensuring that the guidelines are consistent with current market conditions and streamlined where possible.

## Queensland Budget: Cross River Rail and North Coast line duplication

The Queensland Budget, presented on 12 June, included the following rail and public transport items:

- \$733 million to progress planning, procurement and development of Brisbane Cross-River Rail from Dutton Park to Bowen Hills, 10.2 km. The extent that this project will be co-ordinated with the Brisbane Metro project, being advanced by Brisbane City and the Federal government, is still to be resolved.
- \$160.8 million for duplication of the North Coast line from Beerburrum to Landsborough, 17 kms. allowing design of the project to get underway immediately. Landsborough will be the junction of the proposed railway to Maroochydore on the Sunshine Coast.
- \$40.5 million to upgrade accessibility at Auchenflower, East Ipswich, Fairfield, Strathpine, Boondall, Morayfield, Cannon Hill, Dakabin and Buranda stations.
- \$8.2 million to finalise accessibility upgrades of Southbank station.

- \$89.2 million towards a \$370 million new public transport ticketing system. Passengers will be able to pay for their trips using mobile phones, smart watches and credit cards, lessening the need for a Go Card in the future. Trials are expected to begin later this year after \$371 million was committed over four years to refine the service. The majority of the funding for the new program is expected to roll in during 2019-20, with \$104 million allocated towards the project along with a further \$176 million over the following two years.
- \$88.6 million over four years for park 'n' ride at Salisbury, Darra, Lawnton, Lindum, Geebung, Virginia and Springfield stations.
- \$21.9 million to continue the capacity upgrade of the North Coast railway between Townsville and Rockhampton.
- \$21.5 million to continue slope stabilisation, track and tunnel upgrades along the Toowoomba and Liverpool Ranges to improve rail freight for the South West regions of Queensland.
- \$4.1 million to reinstate the Yeppoon branch line.
- \$14.7 million to continue planning of works at Brisbane's Central station, including platform raising, new lifts and escalators to the platforms and at the outer concourse to Anzac Square.
- \$53 million for the Northern Transitway to deliver bus priority measures along Gympie Arterial Road between Sadlier Street and Hamilton Road.
- \$22 million for the Eastern Transitway to improve bus priority measures and upgrade five major intersections on Old Cleveland Road.
- \$25.5 million for extra car spaces at the Greenbank and Eight Mile Plains bus station park 'n' rides.

## QR Citytrain: Major closure

From the first service on Saturday 21 July until the last service on Sunday 22 July, buses will replace trains between Roma St and Corinda, Murarrie and Yeerongpilly.

## NSW transport information

On 7 June the [www.sydneytrains.info](http://www.sydneytrains.info) website was closed. Users are, in theory, redirected to the [www.transport.nsw.gov.au](http://www.transport.nsw.gov.au) website, but this does not always work in practice.

Transport for NSW has created a new section of the transportnsw.info website that provides transport information for regional areas separate from the rest of the site. It is at <https://transportnsw.info/news/2018/see-local-transport-info-events#home-carousel>

## Sydney Trains WTT of 19 May

We now have a summary of the main changes incorporated into Sydney Trains/Transport for NSW Working Timetable of 19 May. They are (albeit with internally-used abbreviations):

- Indian Pacific now consists of 29 cars with some altered working to accommodate the increased length.
- Alterations to services traversing Homebush 606 points due to the removal of infrastructure.
- Removal of all standby trains.
- One 8A set removed from revenue service for ATP Project and replaced by one 8T set on Sector 3. The total number of 8A sets in revenue service reduced from 72 sets to 71 sets. The total number of 8T sets in revenue service increased from 43 sets to 44 sets.
- Most services traversing Hornsby 572 points altered to run via ICSR and OCSR.
- Roster 1007 now operates as an 8K set and Roster 1037 now operates as an 8M set to improve reliability on the Airport line.
- Several services altered to run via the down relief line between Clyde and Auburn instead of passing through Auburn Maintenance Centre.
- Three 8T sets stabling at Sydney Terminal relocated to Mortdale Maintenance Centre.
- Run **200H** (Saturday only) and Run **240H** (Saturday only) attach at Newcastle Interchange instead of Hamilton Sidings for improved crewing efficiency.
- Run **CN90** (Monday and Thursday) and Run **CN91** (Tuesday and Friday) altered to run via Meeks Road East Fork to perform rail clean function.
- Run **W538** (Weekends) now commences four minutes later from Mt Victoria Yard to avoid delays to Run **WN16** and Run **WT27**.
- Platform changes at Sydney Terminal for XPT regional services to allow for cross platform changes for passengers from Run **NT34** to Run **ST23**.
- Platform changes at Sydney Terminal so Run **W524** arrives on platform 7 (instead of platform 3) for improved passenger flow.
- Run **201H** (Friday) and Run **241H** (Friday) now decant at Gosford Decant.
- Renumbering of some Endeavour trips on the South Coast to remove the “-“ symbol where it is not recognised by DTRS.
- Minor changes after receiving operational feedback, including: altered stabling arrangements at Blacktown Car Sidings, a minimum of four minutes separation time for trips departing Blacktown Car Sidings, altered platform working at Newcastle Interchange and additional crew training trips between Sydney Terminal and Olympic Park.

## JHR NSW CRN: Proximity Reminders

In May, John Holland Rail NSW Country Regional Network, in partnership with TfNSW, introduced a new

safety feature called Proximity Reminders. These are messages sent to locomotives through the ICE radio, reminding operators that the train is within proximity of a location or situation that needs extra attention. They are issued in two circumstances: when the train is within 3 to 5 kms of the end of their Limit of Authority, and/or for any Conditions Affecting the Network (CANs) in the area. Proximity Reminders are only available for locations on the Country Regional Network. A short video explaining the new system is at <http://www.jhrcrn.com.au/what-we-do/network-operations-access/proximity-reminders/> Other JHR CRN short safety videos are at <https://vimeo.com/271666443?from=outro-embed> and <https://vimeo.com/232402748>

## NSW Budget: Metro and In-cab signalling

The NSW Budget, presented on 19 June, included \$14.4 billion (if \$3 billion in forward year estimates for Metro West is included) for public transport and infrastructure:

- \$1.9 billion to continue building Sydney Metro City and Southwest;
- \$2.4 billion to complete Sydney Metro Northwest;
- \$28 million for the business case for an underground Metro railway from the CBD to Parramatta. The project is expected to cost a total of \$3 billion and it is claimed will provide a journey in under 20 minutes. The government intends construction to start at the beginning of 2020, and construction is expected to take about five years. It will have the capacity to move 46,000 people an hour — almost double the 26,000 commuters the current railway can move in the same period. The project will link to the two other metro lines, to the north-west and the south-west, that the government is already building. Labor leader Luke Foley says he would prioritise the Metro West if he wins government and has labelled it the “most-needed transport improvement for Sydney”;
- \$800 million to start installing in-cab digital signalling, commencing with the Illawarra and Airport lines. This will allow for trains every 2.5 minutes. The Premier, Gladys Berejiklian, said this will allow for five more peak trains on the Illawarra line and eight on the Airport line. The technology is expected to come online gradually from the early 2020s;
- \$133 million to upgrade North Strathfield, Kingswood, Hazelbrook, Wyee, Clarendon, Blayney and Mittagong with new lifts, ramps and footbridges. There will also be “further progression” of work on Glenbrook, Beecroft, Como, Beverly Hills and Casula — and the soon to be re-opened Millthorpe;
- \$258 million to start construction of Parramatta Light Rail Stage 1, to connect the Parramatta CBD with the Westmead health precinct;
- \$20 million for planning Parramatta Light Rail Stage 2 which will run north of the Parramatta River and link to Sydney Olympic Park;

- \$110 million to deliver Newcastle Light Rail;
- \$496 million to continue delivering the New Intercity Fleet for Central Coast, Newcastle, Blue Mountains and Illawarra services;
- \$400 million for new trains to service the Sydney Trains network;
- \$31 million to continue procurement of a new regional rail fleet and maintenance facility to replace XPT, Xplorer and Endeavour trains;
- \$179 million to purchase new buses to accommodate growth in NSW bus services and to replace old buses;
- \$1.5 billion to maintain the Sydney Trains and NSW TrainLink Intercity networks;
- \$15.6 million for more than 2,000 extra weekly bus services in particular for the Northern Beaches, Wentworth Point, Penrith, Blacktown and Lane Cove. This includes expanding route 533 from Sydney Olympic Park to Chatswood via Wentworth Point, which currently operates during peak times only, to operate through Wentworth Point during weekdays and on weekends. There will be more than 1,000 extra weekly services on the Northern Beaches to improve access to the new hospital and meet the growing demand in the Frenchs Forest area. In Western Sydney, more than 500 extra weekly services will be introduced. Targeted improvements to outer metropolitan services will also be introduced to support new residential development at Cameron Park in the Lower Hunter and Wongawilli in the Illawarra;
- \$1.2 billion for public transport concessions including pensioners, seniors, people with disabilities and the school student transport scheme;
- \$137 million for the Northern Beaches B-Line, with infrastructure improvements along the route between Mona Vale and the Sydney CBD to further improve reliability;
- \$132 million toward the Central Walk project, a new underground pedestrian concourse at Central Station to better connect customers to trains, light rail and new Sydney Metro underground platforms;
- \$87 million for Community Transport and Home and Community Care services to help people across the state who have difficulties accessing transport;
- Funding to plan additional commuter car parking at Leppington, Edmondson Park, Engadine and Schofields; and
- \$87 million for Freight Rail infrastructure upgrades, including the Fixing Country Rail program designed to enhance rail infrastructure and eliminate connectivity constraints affecting regional freight services.

## NSW: South Coast and Junee-Griffith upgrades

On 27 May NSW Minister for Roads, Maritime and Freight Melinda Pavey announced a \$60.4 million

upgrade of the 155 km Griffith to Junee rail line. This aims to improve efficiency for freight carriers and reduce costs for producers and consumers and to move 200,000 tonnes of freight from roads. There will be increased axle loads and an increase in speed from 50kmh to 80kmh.

On 30 May the Minister announced that \$40 million will be expended by the NSW government to increase the axle load limit of the South Coast rail line to 25 tonnes, allowing heavier, faster trains to transport goods from the region to the Port of Botany.

In the short term, however, there is likely to be a number of temporary line closures for civil engineering work.

### NSW TrainLink: Trial buses

From Sunday 17 June NSW TrainLink has introduced an additional bus service from Cootamundra to Young and return, connecting with the XPT to/from Sydney. The aim is to reduce waiting time at Cootamundra from 2 hours to 15 minutes. Times are Cootamundra depart 1255, Young arrive 1335, Young depart 1345, Cootamundra arrive 1435. The trial will operate for six months to assess demand and determine the ongoing timetable.

From 16 July NSW TrainLink is introducing local buses between Wagga Wagga and Albury every day. Times are Wagga 0810, Albury 1000; and Wagga 1710, Albury 1900; return services are Albury 0815, Wagga 1005; and Albury 1715, Wagga 1905.

Times of the new Bourke-Dubbo day return buses (mentioned in June *Table Talk*, page 5) are: Wednesdays Bourke 0900 (connecting bus ex Brewarrina to Coolabah at 0845), Dubbo arrive 1330, Dubbo depart 1645, Bourke 2105 (connecting bus ex Coolabah arrive Brewarrina 2119); Thursdays Bourke 0545 (connecting bus ex Brewarrina 0530) Dubbo arrive 1005, Dubbo depart 1416, Bourke 1846 (connecting bus ex Coolabah arrive Brewarrina 1900).

### NSW TrainLink: Special Train

June *Table Talk* reported the operation of an additional NSW TrainLink Xplorer DMU from Sydney to Broken Hill for the Broken Heel Festival on Thursday 6 September (with passengers returning on Tuesday 11 September on the regular train from Broken Hill). The return of the special to Sydney is now being advertised as an additional public service on Friday 7 September at virtually the same times as the usual Tuesday train – unlike last year when it returned as an empty train.

### Bankstown line conversion

Plans to close the Bankstown rail line for six weeks a year for the next five years have been modified following community opposition to the disruption caused during construction to convert it to carry single-deck Metro trains. The NSW government has also promised residents that the heritage character of stations along the 122-year-old line, will be retained. While the six-week annual closures will not go ahead, Transport for NSW is yet to reveal exactly how it will find the time needed for construction of the metro line. It said a “program of closures is being refined to

minimise impacts” and was investigating “short individual station closures”. Thousands of commuters will be forced to catch buses during any shutdowns of the 13.5 km stretch of the line between Bankstown and Sydenham. Under the previous plans, the six-week closures were to occur during the December-January school holidays, as well as those in July each year. Apart from the as-yet-undefined closures over a five-year period from later this year, a shutdown is still planned for up to six months towards the end of the construction phase in late 2023.

Labor has vowed to ditch the project to convert the Bankstown line if it wins the state election next March, and divert funds to fast-tracking a proposed \$16 billion-plus Metro line from Sydney’s CBD to Westmead via Olympic Park.

### **Parramatta Tram**

The first stage of the Parramatta light rail project has received planning approval and construction is expected to start by the end of 2018, the NSW Government has announced. Expected to open in 2023, Stage 1 will run 12 kms between Westmead and Carlingford via Parramatta CBD and Camellia.

### **NSW: Ore traffic from Goulburn**

Heron Resources, which is resurrecting the former Woodlawn mine near Tarago, has announced that it will be shifting its ore concentrates by rail from Goulburn.

### **ACT Budget: Canberra Tram**

The ACT Budget, presented on 5 June, included:

- \$10 million for design work on stage 2 of the Canberra Light Rail from Civic to Woden,
- \$2.5 million for enabling works for Light Rail stage 2, including works on the Woden Bus Interchange,
- \$150,000 to design an additional stop at Mitchell on stage 1.

### **Melbourne patronage**

In 2017, Melburnians took 237 million rail trips — up 1.5% on the previous year — and 204 million tram trips — up slightly on 2016. But the number of bus trips fell by almost 4% to 118 million. Melbourne’s booming economy and growing workforce were the primary drivers of a surge in public transport last year. However, less than 3% of workers in Melbourne’s western suburbs relied on public transport to get to work. About 250 babies a week are born in the west, and the region’s 835,000 population will have added the equivalent of two Canberras by 2030.

### **Melbourne Metro**

The Victorian government has released modelling showing the time commuters will save when the Metro Tunnel creates an alternative route through the CBD and allows more services through the City Loop. The benefits will be greatest for people travelling on the Cranbourne-Pakenham line to St Kilda Road, with a time saving of 25 minutes. Meanwhile, commuters travelling on the Sunbury line to Parkville and St Kilda Road are set to save 20 minutes.

The nine km Metro Tunnel will run under the city between South Kensington and South Yarra. Once complete, it will join the Cranbourne-Pakenham and Sunbury train lines, and include five new underground stations: North Melbourne, Parkville, State Library, Town Hall and Anzac. It is expected to be finished in 2025 at a cost of \$11 billion.

### **Melbourne Airport railway**

An alignment via Melbourne’s west appears to be the frontrunner for the Melbourne Airport railway.

Transport Minister, Jacinta Allan, says the state government has set its sights upon integrating the project with its wider transport vision. “We’re experiencing significant population growth to the north and the west of our city in particular. And then, beyond this, recognising there’s an opportunity to maximise connections into regional Victoria,” Allan said.

Last November, Premier Daniel Andrews had indicated that his government wanted the rail link to be more than “an expensive funnel for tourists and businesspeople between the CBD and airport”, but one that could help provide better connections between centres like Geelong and Melbourne.

A 2012 Public Transport Victoria (PTV) report explored four options for the rail route, which have been used as the basis for planning currently underway for the project’s preliminary business case: (1) an Albion East route utilising the existing Sunshine rail corridor and linking up to the CBD via the Melbourne Metro Tunnel; (2) a new direct tunnel alignment from the CDB to the airport via Highpoint; (3) an alignment utilising the Flemington Line via Milleara Rd, Highpoint and Flemington; and (4) an alignment using the Craigieburn line and travelling via Attwood, Coolaroo and Broadmeadows.

The Albion East route is the preferred route of PTV and the state government. The federal government had reportedly until recently favoured the direct tunnel route – which would, according to the state government, cost approximately double the Albion East route – as it would incorporate 127 hectares of Commonwealth land at Maribyrnong near Highpoint shopping centre planned for development.

The Federal government is believed to have come around to the State’s view and is now “hopping on board the western alignment”. Tullamarine Airport’s operator, Australian Pacific Airports Corporation, has also announced that this would be, in its view, the best option. “For us, we’re looking at how to safeguard a rail to be able to extend beyond the airport or to be able to extend the network to the west,” the airport’s chief of parking and ground access said. “That’s why, for us, it looks like Sunshine would make sense to be the front running route because it has access to regional, it has access to the west where the major growth is.”

Federal Urban Infrastructure and Cities Minister Paul Fletcher indicated that the decision on the route would be made by September 2018, when the project’s preliminary business case is expected. “That’s what we’ve indicated for some time and certainly today’s joint briefing session to me and to Jacinta Allan as the

Victorian State Minister has suggested that that work is on track to meet that time.”

### **Metro Trains Melbourne: Mernda line**

The first test train will run on the Mernda line in July, following the installation of the final section of track in the Plenty Road area. This will be the first time a train has run to Mernda in sixty years. Trains used to run to the old Mernda station on the Whittlesea line from 1889 to 1959, when the line closed beyond Lalor station. Work on the 8 km extension from South Morang to Mernda commenced in late April 2017. The project includes the construction of three new stations, three rail bridges and two underpasses, as well as a train stabling yard at the end of the line.

In preparation for testing on the line, buses will replace trains between Clifton Hill and South Morang from Friday 29 June to the last service on Sunday 1 July.

### **Metro Trains Melbourne: Altona Loop line**

The Altona Loop line will be closed from 1930 on 16 June to the last service on 29 July. This is to allow crews to continue with the next stage of the crossing removal, including construction of a dual rail bridge over Kororoit Creek Road and duplication of track between the Werribee line junction and Kororoit Creek. Buses will replace trains along the Altona Loop from Newport and Laverton, servicing passengers to and from Seaholme, Altona and Westona stations. Werribee line trains will run express between Newport and Laverton. There will also be some off-peak closures of the Werribee line, where buses will replace trains between Newport and Werribee.

### **Metro Trains Melbourne: Dandenong line**

From Tuesday 29 May to Saturday 16 June works were undertaken to commission signalling and supporting infrastructure:

- The double line rail between Caulfield and Oakleigh was abolished and replaced with a viaduct section of railway.
- The viaduct section of railway enabled the closure of the Grange Road, Koornang Road, Murrumbeena Road and Poath Road level crossings.
- Unidirectional rail operation is maintained between Caulfield and Oakleigh.
- Axle counters are utilised as the primary method of rail vehicle detection between Caulfield and Oakleigh, and within the defined station limits at Oakleigh.
- The signal control panel at Oakleigh was abolished and control relocated to the Dandenong Signal Control Centre via the commissioning of a WestCad control system.
- The Automatic sections from Caulfield to Oakleigh and Oakleigh to Huntingdale controlled by relay and geographical interlocking were replaced by Westrace Mk II object controllers and a new Oakleigh Westrace Mk II interlocking located at Dandenong SCC.
- Track occupancy status between Caulfield and Oakleigh is indicated in the signal control centre at Dandenong via a Westcad screen.

- Fixed signals on the viaduct sections of railway comprise Three Position LED Uncontrolled Intermediate Home Signals automatically controlled by the passage of trains.
- TPWS equipment is provided on various fixed signals.
- New overhead traction equipment was provided between Caulfield and Oakleigh.

From Saturday 30 June to Sunday 8 July, a nine-day construction blitz had buses replace trains between Westall and Pakenham, and over two weekends on the Cranbourne line. V/Line Traralgon and Bairnsdale trains were replaced by buses for the entire journey. Additional direct buses between Warragul, Drouin and Parliament Stations also ran during peak times. A similar occupation will be planned for August, with details of the blitz to be provided to passengers in the coming weeks.

During the closedown, several kilometres of new overhead wiring and support structures between Narre Warren and Beaconsfield will be installed. Platforms at Dandenong, Hallam and Pakenham stations will be extended to accommodate longer trains, and signalling works will continue between Dandenong and Pakenham. Crews will join main line tracks to a new high capacity train depot under construction at Pakenham East. On track for completion by the end of 2018, the state of the art depot will provide stabling for the new fleet of trains, while supporting more than 100 skilled, ongoing jobs. V/Line will complete important track, structure and signal maintenance along the Gippsland line.

The State government claims this is the biggest rail corridor overhaul in Victoria's history. During 2017, a combined 328 hours of delays resulted from signal faults on the Cranbourne/Pakenham line – Melbourne's busiest – much of it linked to outdated, deteriorating infrastructure. It says the massive investment currently needed along the Cranbourne, Pakenham and Sunbury corridors – including 65 longer trains, the Metro Tunnel and level crossing removals – will create room for more trains more often, meaning an extra 234,000 passengers can travel each morning peak. High capacity metro trains will be able to carry 20 per cent more passengers than any other trains on the network, and will progressively enter service from mid-2019.

### **Metro Trains Melbourne: Metrol**

From Thursday 14 June until Thursday 5 July, the operation of the Signalling and Train Control functions at Metrol (Metropolitan Control) was temporarily transferred to the Disaster Recovery Site.

### **V/Line Traralgon line bustitution**

Due to driver training between Caulfield and Westall on the new Skyrail on Saturday 16 and Sunday 17 June, V/Line services operated as buses all the way from Southern Cross to Traralgon and Bairnsdale.

### **V/Line Regional upgrades**

The \$1.75 billion Victorian Regional Rail Revival program is well underway thanks to funding from the

Federal government, which was released after Victoria signed up for the Inland Rail project. Federal and Victorian Transport Ministers Michael McCormack and Jacinta Allan announced on 8 June that work had progressed on a four-year program to overhaul the state's regional railways. Work on the Ballarat Line is already underway and due for completion by the end of 2019. The Warrnambool Line upgrade will be completed by late 2020, the Geelong Line upgrade and Bendigo Echuca line upgrade by late 2021, and the Gippsland line by late 2022. The Ministers also announced that the business case for the full duplication of the South Geelong to Waurn Ponds corridor has been submitted for review by Infrastructure Australia.

The Deputy Prime Minister said more than 50 kms of track on the North East line had already been resurfaced as an in-principle deal was reached this week on a broader \$235 million upgrade.

### **V/Line: Ballarat line**

Work is now underway on the new Millbrook and Ballan passing loops, with around 750 metres of rail being shifted to create space for new track. There is also work on new drainage culverts between Caroline Springs and Melton South, and two new rail turnouts. Buses will replace Ballarat, Ararat and Maryborough trains for all or part of the journey from Saturday 16 June to Wednesday 20 June. Trains will continue to run between Caroline Springs and Southern Cross.

### **Adelaide Tram**

Opening of the short City Tram extension to the East End along North Terrace has been delayed from the expected date of late May. Opening may now occur in July. On 3 June, Stephen Knoll, the Transport Minister in the new SA government said that a series of "technical issues" had led to the project missing another deadline. Test operations have been underway since 3 June.

### **TransPerth: Byford extension**

Consultancy tenders have been called for the 8 km extension from Armadale to Byford, SW Perth. Consultants are being sought to help prepare the project's business case. The second tender is for engineering and land use planning, key work which will also inform the business case. A further extension to Mundijong will also be considered, the WA government has said. It expects at least 100,000 more people to move into the area served by the proposed line over the next 30 years.

### **Kalgoorlie plans**

A business case is to be prepared by the City of Kalgoorlie-Boulder to develop an intermodal facility in Kalgoorlie and realign the main east-west railway to the south of the city. This will allow for expansion of

the Super Pit gold mine. The Council has reached an agreement with Pacific National, the Australian Rail Track Corporation and KCGM, the mine's owner, to fund the business case.

### **Fortescue Mining expands**

The board of iron ore miner Fortescue Metals Group has approved a \$1.67 billion mine and rail project, which includes adding 30 million tonnes of annual processing capacity and 143 kms of new railway. It will soon begin detailed design work. FMG owns and operates a 620-km railway in the Pilbara, linking its three iron ore mines to export berths at Herb Elliott Port at Port Hedland. Plans are for a fourth mine, Eliwana, which will underpin the introduction of a 60% iron grade product. Fortescue will spend US\$165 million in FY19, US\$760 million in FY20, and US\$350 million in FY21 developing the project.

### **Tasmanian Budget: Tasrail**

The Tasmanian Budget, delivered on 14 June, included an appropriation (of an amount impossible to discover from the Budget papers) to replace sleepers and rail, and upgrade bridges and drainage across the network.

### **KiwiRail: Northland line**

The NZ government will investigate upgrading and expanding freight rail north of Auckland, Transport Minister Phil Twyford announced on 1 June. \$NZ500,000 has been allocated from the Provincial Growth Fund for a business case to test and determine "the appetite for rail as a viable option for transporting freight in and out of the region. Rejuvenating and expanding the North Auckland rail line could help unlock the region's export potential," he said. Along with testing the viability of freight rail in Northland, the business case will also examine whether the upgrade could include a new spur line to Marsden Point to support the growth of Northport.

### **Fahrplancenter temporary closure**

The Fahrplancenter (Timetable shop) in Winterthur, Switzerland, is closed temporarily for health reasons. Subscription copies will still be attended to, and it is expected the Fahrplancenter will be able to re-open in December, the changeover time to the 2019 European timetable year.

**Thanks** to Tony Bailey, Scott Ferris, Hilaire Fraser, Victor Isaacs, Geoff Lambert, Ross Morrison, Samuel Rachdi, Len Regan, Jim Wells, [www.railexpress.com.au](http://www.railexpress.com.au), [www.railpage.com.au](http://www.railpage.com.au). *Catchpoint, Newsrail, Railway Digest, Transit Australia, Age, Australian, Courier-Mail, Wagga Wagga Daily Advertiser, Daily Telegraph, Herald Sun, Sydney Morning Herald and West Australian* for Rail news.

## EDITORIAL

**Closedowns:** The article “How did it come to this?” in this month’s edition of the *Times* suggests that it is timely to restate the policy of *Table Talk* in reporting closedowns.

For many years, all railways in Australia (and elsewhere) have practised large-scale closedowns mainly on weekends and holidays to carry out pre-programmed civil engineering work. This particularly affects the five suburban railway systems in Australia, but also occurs from time to time on rural railways. The current policy of *Table Talk* is not to report most of these closedowns because they are not news any more. Rather *Table Talk* mentions closedowns when:

- The closure is particularly prolonged (for example, recent closures on the Frankston and Dandenong lines in Melbourne for major works), or
- The closure affects the network in the city centre, and therefore, has ramifications throughout the system (for example, the Brisbane city closure reported in this issue), or

- When there is some peculiar or interesting feature of the closedown (for example, when the Sydney South line was closed and NSW TrainLink passenger trains ran on the Sydney Freight lines, and the closure at Sunshine for Regional Rail Link works a few years ago, which resulted in suburban trains running instead to Flemington Racecourse with connecting buses).

**Special Trains:** Similarly, it is the current policy of *Table Talk* not to report on most special steam, heritage or tourist trains, unless there is some interesting feature of train working involved. However, we do report additional rural trains run by regular operators, because these are so rare nowadays (for example, NSW TrainLink’s additional trains to/from Broken Hill mentioned in this issue).

Comments on these, and other editorial policies, are welcome.

## BUS NEWS

### Australian Capital Territory

Commencing 7 July, an interim bus service will commence to the suburb of Moncrieff via Amaroo. A permanent service will be introduced with the commencement of the New Rapid Network, expected in early 2019. Moncrieff will be serviced by new routes 53 Monday to Friday and 953 on weekends.

On 21 April terminal arrangements were altered in the Gungahlin Town Centre from Gozzard St to the new Interchange in Gungahlin Place. Revised timetables were issued for Weekday routes 51/52/251/252, 54/254, 55/255, 56, 57, 58, 59/259 and Rapid route 200, and for Weekend routes 951/2, 954/6, and 958/9.

The map shows the Rapid network which will operate in Canberra as part of the new network, expected to be introduced in January 2019. This date is deliberately being kept separate from the opening of the Tram from Civic to Gungahlin to ease the change process, But there will have to some interim arrangements. Detailed descriptions and maps (by Transit Graphics) can be accessed at <https://canberrabuses.com.au/>

There will be ten rapid routes, one more than originally planned, with services at least every 15 minutes along rapid transport corridors from 0700 to 1900 Monday to Friday. The extra rapid route will connect Denman Prospect to the city, via Wright, Coombs and the inner south. The new Rapid 5 will connect the Tuggeranong Valley from Lanyon, Calwell, and Erindale to Woden and the City via Barton every ten minutes or better during peak times. Rapid 4, between Lanyon, Woden and the City, will run as frequently as light rail – every six minutes or better – during peak time. The peak-hour Xpresso services have been removed to make way for the rapid routes. Some bus stops will be removed. The inner-city free circuit is proposed to be discontinued.



There will be 30% more bus trips past schools, rather than dedicated school buses. At present about 60% of children travelling to school use the regular network, but at the moment 80% of kids going to school in Canberra go by private motor car.

More than 55% of Canberrans will live within walking distance of a rapid bus or light rail stop under the new network, Transport Minister Meegan Fitzharris says.

Currently only about 30% of Canberrans live within 800 metres of a Rapid route stop, she said.

The new seven-day week timetable will include more evening and weekend services, and Sunday and public holiday service times will be extended to 2200. Hitherto, two peculiarities of Canberra have been no buses on Sunday/PH evenings, and different networks on Weekdays and Weekends.

Transport Canberra deputy director-general Duncan Edghill said they'd used population data and data from the MyWay ticketing system to determine which streets and stops were included in the new network. He said the number of routes and coverage was "comparable" to the old network but they'd been able to increase the frequency through its design. He said the new network, including the extra rapid bus route, would be delivered within Transport Canberra's existing budget.

The ACT government is looking at providing a flexible bus service to the jail, Calvary Hospital, the University of Canberra Public Hospital and the new suburb of Lawson when the local road network is completed.

## New South Wales

**NSW TrainLink** new bus services and bus initiatives in the **NSW Budget** are covered in the Rail news section above.

From Sunday 3 June new bus services will be introduced and changes made to existing bus services in the Western Sydney area.

### **Blacktown-Penrith-Windsor-Richmond areas (Busways Western Sydney):**

**Route 742:** New local route running between Rouse Hill Town Centre and Riverstone. Replaces route T75 along Terry Road, Rouse Road, Cudgegong Road, Guntawong Road and Tallawong Road at Rouse Hill. Limited daytime service Mondays to Saturdays only.

**Route 747:** A new route that runs seven days a week between Rouse Hill Town Centre and Riverstone, extending to the Elara Estate at Marsden Park during the midday off-peak and on weekends. Replaces route T75, which no longer extends to Riverstone.

**Route T75:** Only runs between Blacktown and Rouse Hill, with an updated timetable. Services between Rouse Hill and Riverstone provided by route 747 instead.

**Route 746:** Extended to provide Box Hill with a new link to and from Rouse Hill Town Centre. Additional services added for each weekday, providing the equivalent of 60 additional trips per week between Riverstone and Rouse Hill via Box Hill. Further changes to route 746 are planned as new roads are constructed at Box Hill with further service enhancements expected over time.

**Route 749:** An additional 40 weekly trips between Blacktown and Marsden Park. New trips, together with the new route 751 timetable, provides services every 30 minutes between Blacktown Station and Marsden Park industrial area during peak times on weekdays.

**Route 751:** Existing route extended to run between Blacktown and Rouse Hill via Marsden Park and Schofields. 52 additional weekly trips between Blacktown and Rouse Hill via Schofields, with the introduction of weekend services. Provides access to Schofields station.

**Route 774:** Between Mt Druitt and Penrith altered to operate via Caddens and Claremont Meadows. No longer runs via Western Sydney University or Nepean College TAFE but will continue to Nepean Hospital. Over 30 additional weekly trips on routes 774, 775 and 776 between Mt Druitt and Penrith. Caddens and Claremont Meadows will have new direct links to Mt Druitt and Penrith, seven days per week.

**Route 778:** St Marys to Caddens replaced with an amended route 774 between Mt Druitt and Penrith, running via Claremont Meadows and Caddens. Claremont Meadows and Caddens has a substantial increase in bus services on route 774 with new, direct links to Penrith and Mt Druitt.

**Route S12:** Route S12 Quakers Hill to Marayong loop service ceased from Friday 1 June.

**Other routes:** Minor timetable adjustments to most bus timetables.

### **Parramatta-Granville-Fairfield-Prospect-Mulgoa-Cabramatta- Liverpool areas (Transit Systems) (Region 3):**

From 4 June changed timetables were introduced on all routes to improve reliability and connections. Route 805 Cabramatta to Liverpool was altered to run via the parallel Liverpool to Parramatta T-Way between Green Valley Road and South Liverpool Road instead of Rundle Road. Combined booklets are available on their website.

**North West and Hills areas (CDC Hillsbus) (Region 4):** Most CDC Hillsbus bus timetables changed on 3 June to improve service reliability. Other route changes include:

**Route 600, M60:** Route 600 withdrawn due to low demand and duplicate services. Alternative travel available on the route M60 in the Cherrybrook area or routes 621 or 633 with transfer to route M60 at Castle Hill.

**Route 608:** Additional 40 services each week, with earlier services towards Windsor and later services towards Rouse Hill.

**Route 612X:** Only 612X services from Kellyville will operate to and from Milsons Point, 612X Castle Hill services will operate to and from North Sydney.

**Route 631:** Withdrawn and replaced by school services. Alternative travel to Pennant Hills station is available on routes 625, 626, 632, 633 and M60.

**Route 708:** No longer serves Stapleton St – now has a direct route between Constitution Hill and Parramatta.

**Routes T60, T61, T62, T63, T64, T65, T66:** No longer travel to or from Prince Alfred Park. All services on these routes now end at Parramatta Interchange. Alternative travel is available on many other services

including M60, 601, 603, 604, 606, 609 and 706 to the corner of Victoria Road and Church St.

**Route 705, 706, T61, 711:** Now ends at Blacktown Interchange, and no longer travels to or from Westpoint Shopping Centre. Alternative travel is available on many other bus routes. Route 711 at Westpoint Shopping Centre changed to Stand 3.

From Monday 2 July some bus route numbers and names in rural and regional NSW were changed to provide more consistent and easier identification. School bus services now show an "S" in front of the route number. This will ensure school buses are easily identified at a glance assisting students travelling to and from their schools. The previous bus number will be displayed next to the new bus number for school buses for a period of time to assist with the transition. These changes apply to **Premier Charters, Premier Illawarra, Busabout Wagga and Nowra Coaches**. Additional updating of bus route numbers and names is planned for the **Qcity Transit** network in Queanbeyan and Yass on Monday 3 September

## New Zealand

**Auckland Transport:** On 8 July a new network will be introduced for Auckland's Central Suburbs and Eastern Bays. The new network comprises the following services:

Tamaki Link: City-Glen Innes via Mission Bay and St Heliers  
20 Wynyard Quarter-St Lukes via Ponsonby Road  
22N City-New Lynn via New North Road  
22R City-Rosebank Road via New North Road  
24B City-New Lynn via Blockhouse Bay  
24R City-New Lynn via Richardson Road  
25B City-Blockhouse Bay via Dominion Road  
25L City-Lynfield via Dominion Road  
27H City-Hillsborough via Mt Eden Road  
27W City-Waikowhai via Mt Eden Road  
30 City-Onehunga via Newmarket and Manukau Road  
66 Point Chevalier-Sylvia Park via Mt Albert Road  
68 New Lynn-Onehunga via Blockhouse Bay  
75 Wynyard Quarter-Glen Innes via Remuera Road  
101 City Universities-Point Chevalier (Peak Period)  
105 City-Westmere via Richmond Road  
106 City-Freemans Bay  
295 City-Ellerslie via Epsom and Oranga  
298 Onehunga-Sylvia Park via Ellerslie  
321 City-Middlemore Hosp via Greenlane  
323 Panmure-Otahuhu via Carbine and Panama Roads  
650 Point Chevalier-Glen Innes via Balmoral Road  
670 New Lynn-Otahuhu via Stoddard Road  
743 Glen Innes-Onehunga via Panmure and Sylvia Park  
744 St Heliers-Panmure via Glen Innes  
747 Glen Innes-Panmure via Stonefields  
751 Newmarket-Panmure via Marua Road  
755 City-Benson Road via Portland Road  
762 City-Glen Innes via Orakei and Eastridge  
774 City-Glendowie South (Peak Period)

775 City-Glendowie North (Peak Period)  
781 Auckland Museum-Mission Bay via Victoria Avenue  
782 Mission Bay-Sylvia Park via Grand Drive and Mt Wellington  
783 Eastern Bays Loop.

**Metlink, Wellington:** On 17 June new Hutt Valley timetables were introduced:  
81, 83, 84, 85X Eastbourne  
110 Upper Hutt-Petone  
111, 112, 113, 114, 115 Upper Hutt Local Services  
120, 121, 130 Stokes Valley/Naenae  
145, 150, 154 Hutt Valley Western Hills  
160, 170 Wainuiomata.

Major changes occurred to Saturday services:  
Route 114 Trentham an extra 23 trips  
Route 115 Pinehaven an extra 12 trips  
Route 121 Stokes Valley an extra 26 trips  
Route 145 Belmont an extra 24 trips  
Route 154 Korokoro an extra 12 trips  
No changes were made to routes 80, 90, 92, 93 - still operated by NZ Bus.

## Queensland

Bus initiatives in the **Queensland Budget** are covered in the Rail news section above.

From Monday 25 June, route 367 Ferny Grove to Upper Kedron was extended into Ellendale Estate and also runs on Saturdays. It has improved connections with trains at Ferny Grove.

## Tasmania

**Metro Hobart:** Details of stand and terminus alterations were detailed in the June *Table Talk*. In conjunction with these changes new timetables were issued on 13 May for routes 540 Mt Stuart, 541/2 Glenorchy and Springfield, 550/3 Lenah Valley, 560/2 Lutana, 606 Rosny, 614/6 Tranmere, 624/5 Rokeby and Clarendon Vale, 634/5 Roches Beach, 646 South Arm, 654/5 Mornington, 664/5 Seven Mile Beach, 684/5 Geilston Bay, 694/6 Risdon Vale and Go East Shoreline.

## Victoria

The Victorian government has signed a contract with **SkyBus** to deliver new services. The Western Express, a Werribee-to-Melbourne Airport service via Tarneit station will commence as a 60 minute frequency seven days per week, between 0700 and 1900. In 2019 this will increase to a 30 minute frequency. The Peninsula Express service will include simplified fares, a new 'turn-up-and-go' service, additional Rosebud and Mornington services and new stops at Mordialloc and Mentone.

More than 3.8 million trips are taken on SkyBus services each year. It has operated for 40 years. The AATS Group operate SkyBus services, with an annual passenger growth averaging 6% per year. Skybus also operates to airports at Geelong, Gold Coast and Auckland. The new contracts commence on 1 July and will run for ten years if the operator meets strict

performance targets. Contract negotiations with other bus operators are progressing as planned and are expected to be finalised before the end of June 2018.

**Broadmeadows Bus:** All timetables were reissued from Sunday 17 June for their Craigieburn services. Changes included routes 531/3 537 and 544 to better co ordinate with trains. Route 528 was extended from Craigieburn South to Craigieburn Central. Route 529 has an improved morning peak service. Route 530 has realigned routing in Fawkner. Route 511 is a new route from Craigieburn station to Mandalay Estate.

**Cranbourne:** Improvements were made to routes 792, 893 and 897 on 1 July. On route 792 to Pearcedale the frequency is increased from 120 minutes to 45 minutes. Route 897 is extended further along

Pattersons Road Clyde for new housing.

**Yarra Ranges:** Route 683 received a new timetable on 17 June. Changes include Sunday services to East Warburton. The previous late night journey from Chirnside Park on Fridays now operates daily Monday to Friday.

**Eastern Suburbs:** CDC Oakleigh: New timetables were issued on 24 June for routes 612, 623, 624, 625, 626 and 630. Ventura route 704 was also reissued on the 24 June.

**Thanks** to Agnes Boskovitz, Paul Brown, Hilaire Fraser, Alan Gray, Victor Isaacs, Len Regan, and *Canberra Times* for Bus news.

## AIR NEWS

### Domestic

Regional airline **JetGo** went into voluntary liquidation on 1 June. All flights were cancelled. It served regional destinations in NSW, Queensland and WA.

Twice weekly flights to the remote Kimberley community of Balgo commenced on 2 July serviced by **Aviair's** nine seater turbo prop aircraft. The route will be trialled for 12 months, with the option of extension. The Department of Transport is subsidising up to \$500,000 for the trial, with any costs above this to be borne by Aviair. Other Aviair routes are Kununurra – Kalumburu and Kununurra - Halls Creek.

### International

**Qantas** and **Air New Zealand** announced a code-share agreement on 1 June covering domestic services in their respective countries. Qantas intends to add its code on up to 30 routes on Air New Zealand's domestic network and Air New Zealand

intends to add its code on up to 85 routes on Qantas' domestic network.

Commencing 30 May, there are direct flight from Shenzhen, China to Darwin, on Wednesdays and Sundays, operated by **Donghai Airlines** – Donghai's first destination outside China.

**Singapore Airlines** will inaugurate the world's longest non-stop flight in October from Singapore to New York, 15,300 km, taking 18 hours, 45 minutes. This exceeds the existing record of Qatar Airways flight from Doha to Auckland which is 14,524 km.

From 6 June **Malaysia Airlines** commenced flights four times a week between Kuala Lumpur and Brisbane.

**Thanks** to Paul Brown, Tony Bailey and *Daily Telegraph* for Air news

## About *Table Talk*

**Table Talk** is published monthly by the Australian Timetable Association Inc. (Registration No. A0043673H) as a journal of record covering recent timetable news items. The ATA also publishes the **Times** covering timetable history and analysis. Contributions are invited and are very welcome. Please send these to the appropriate Editor. ABN 74248483468.

The **deadline for *Table Talk*** is the last weekend of the month, but contributions are welcome at all times.

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